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sheep were destroyed by this cause. The Sacramento Valley, and to the south of San Francisco, a district pronounced many years ago by Governor Douglas as unfit for growing grain, were very fertile, and the latter had proved of late years to be the very best grain-growing country. He (Mr. Booker) had seen lands, not more than 60 miles south of San Francisco, which had produced 80 bushels of wheat and 120 bushels of barley and oats to the acre. A portion of the country consisted of steppes. The district near the sea produced the largest returns, and the land gradually became less fertile the higher it was, until at last it was fit only for grazing land. The neighbourhood of the geysers was the finest agricultural country in the world, consisting of narrow valleys, with rivers or creeks running through them. These valleys afforded magnificent views to those who were in search of scenery, and plenteous crops to those who were in search of the rewards of husbandry. Last spring he ascended Mount St. Helens, near the Geysers. The height was about 4600 feet, and the ascent was very easy by means of a pathway through the brushwood. The top of the hill was a region of stunted pines, not one of which exceeded 10 feet in height, and bearing large cones. The top of the hill afforded a view which he did not think could be easily surpassed.

ADDITIONAL NOTICE.

(Printed by order of Council.)

On the Sources and Course of the Lycus and other Rivers in Kurdistan.

By J. E. TAYLOR, Esq., Her Majesty's Consul at Diarbekr.*

(Communicated by Captain FELIX JONES.)

MY DEAR CAPTAIN JONES,—

Feb. 2, 1867.

I send you a rough map of my last journey and routes from Erzeroum to Kára Hissar round to Arab-Kír; thence to Khozat and through the Deyrsím to Kamach and Erzingán; from there again, but by another line, through the Deyrsím to Khozá; thence to Mazgerd or Hormuzgerd on to Peyrtek and Kharpút.

The interest of this route consists in my having satisfactorily traced the Kalkyt, Degirmen, or Kara Sú (the Lycus), from its source down to the point where it is generally known near Koinloo Hissar, as also its principal tributary the Koát or Kara Hissar Sú. The real source and early course of the Kizzel Irmák or Halys has also been visited and fixed. It rises at the foot of the high centre peak of the Kizzil-dagh; hence its name. Subsequently I followed the Mezoór Su and the river of Tchimishgezek, both of which are one with the Chigneýr Su, and they are now for the first time laid down with something like exactitude. Independent of these new notices, I think I have supplied a tolerably correct sketch of a great part of the Deyrsím Dagh, a range of huge mountains only to be penetrated at three points from the north, viz.—by the narrow passes of the Ziáret, Harámí, and Merján Bogházi. The first I followed on my way to

* The details of Mr. Taylor's discoveries, with his map, will be published in the Journal vol. xxxvii.

Kamach, and the last on my return from Erzingán to Khozát, Mazgerd, and Kharpút. The old town of Saddak, which lies near the head of the Lycus, is interesting, and has not yet been visited or described; nor was the site of Pompey's Nicopolis finally determined before. But a Roman milestone which I found near it (the modern Purk) at Ak-Shéhr, fully settles that point as well as identifies the rock and old ruins of Kara Hissar as the last place of refuge of Mithridates when flying from Pompey previous to escape into Colchis. It is certainly either that place or the old Dasteira. (See Strabo, Book xii. cap. 3.)

The above are only a few of the more salient matters of interest which present themselves in a journal too copious for me to arrange at present. Nor can I say anything here on the extraordinary Kizzil-bash race, their customs, religion, and language, as these topics require more time than I can spare from official routine. You will observe that the country covered by my map is that part (from $38^{\circ} 40'$ N. lat. and $39^{\circ} 40'30''$ E. long.) left bare in Kiepert's last map of those parts. It is right to note that my predecessor, Sir R. Dalzell, performed part of the route between Kamach and Halvoree Vank before me; but I do not think he has preserved any data for laying down his travels.

One word more as to the map. According to my reckoning and bearings, Erzingán is no less than 21 miles north of the position ascribed to it by Kiepert; this in itself will change the whole course of the Kara Sú or Erzeroum branch of the Euphrates. But, after reading what I now offer as to the fixed data which serve as bases to my work and the matter of it, with the subsequent issue, I think you will be disposed to say that I am right and Kiepert wrong. In the first place, Erzingán has never been astronomically fixed; Erzeroum, Kara Hissar, Arab-Kír, and Kharpút have; and those points were my guides. My work was planned every evening from bearings and angles taken at every turn of the road; the pace of my horse had been ascertained from twenty measured and timed trials in the Erzeroum plain, and during every week of my journey. The pace of laden mules—which rarely varies—was also regularly noted between stage and stage. In this manner my observations were only 2 miles out on arriving at Kara Hissar, 3 miles at Arab-Kír, and 3 miles at Kharpút; on all occasions that error was east of the fixed positions. The work was done in three portions, with a fresh starting-point for each.

1st. From Erzeroum to Kara Hissar.

2nd. From Kara Hissar to Arab-Kír.

3rd. From Arab-Kír to Kharpút.

The above portions are embodied in the rough map now sent to you, as I wish to ensure my claim to priority of discovery, which might fail were I to delay notice until the map I have in hand is completed. You will doubtless accept the charge of the papers with the intentions which prompt me to consign them to you. I am busy with a memoir to accompany the work at a future date; unavoidable occupations, however, prevent steady application to it, but I still hope to have it ready in a couple of months.

J. G. TAYLOR.